

Pre-Bid Inquires & Responses
Received as of July 10, 2009

Inquiry No.1

We understand that the designer is not planning to issue cross sections for the detours. Without cross sections how will the contractors determine the volume of the detours? We formally request that the designers provide this information to all the contractors.

Response: Please review I215 Segment 1+2 Plan Volume III of III sheets DEQ 1&2 where information regarding detour quantities is provided. Detour cross sections will be available on July 7, 2009.

Inquiry No. 2

(i) It appears SANBAG has a separate easement agreement with BNSF for the 3 railroad bridges. Each has a requirement for a railroad policy. Question is can we provide one policy that covers all work, or do you need to have a separate policy for each crossing?

Response: Only one policy covering all railroad bridges will be required.

(ii). Is this contract covered under CA Code 7105, Acts of God? If not, can you give an idea of limits required?

Response: Only the insurance coverage requested in the bid package is required.

Please see Inquiries No. 9 and No. 15 below for additional information.

Inquiry No. 3

Section 5-1.10 Compensation Adjustment for Price Index Fluctuation. Caltrans is currently utilizing 5% and not 10%; will SANBAG change to utilizing the 5%, with this project going out 4 plus years?

Response: For Section 5-1.10 Compensation Adjustment for Price Index Fluctuation SANBAG will use 5%. The change will be made in Addendum No. 1.

Inquiry No. 4

There are two bridges that must be removed during the course of construction of the project that are not identified in Section 10-1.32 Existing Highway Facilities, Sub-Section Bridge Removal and not assigned a Bridge Removal Location. These are the SB On Ramp Bridge at Orange Street and SB Off Ramp at 13th Street. Please identify how removal of these bridges is to be paid and provide bridge no. so that we can obtain as built drawings from Caltrans.

Response: Two additional bridge removals will be added to the Special Provisions and bid list as lump sum items. The bridges are Orange Street On-Ramp OC (Br No 54-497C) and Thirteenth Street Off-Ramp OC (Br No 54-521C). These changes will be included in Addendum No. 1.

Inquiry No. 5

(i) The invitation to bid states that performance and payment bonds shall be 100% of the value of the contract. On page 18 Section 3-1.03 Contract Bonds states that the payment bond is 100% of the total bid and the performance bond is 50% of the bid. Please clarify which is correct.

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Response: The 100 % Performance Bond will be required. Please refer to page 30 of Volume 2, Section 5-1.04 “Contract Components”.

(ii) Page 19 section 3-1.09 states that the contract for a non-informal bid contract, the Office Engineer must receive these documents before the 10th business day after the bidder receives the contract. Page 294 Section 3-103 Contract Execution states that the contract shall be returned before the 5th business day. Please clarify which is correct.

Response: Section 3-103 on page 294 will govern, so the Office Engineer (SANBAG) must receive the contract documents before the 5th business day after the bidder receives the contract. Please refer to page 30 of Volume 2, Section 5-1.04 “Contract Components”.

(iii) The traffic control charts are dated 4/17/08 with a validity of 24 Months. Please verify that these charts are appropriate for the duration of the project.

Response: The Lane Requirement Charts shall be valid for the duration of construction.

(iv) The bid schedule does not note which items are considered specialty items. Please clarify which items are designated specialty.

Response: There are no specialty items within this project. Caltrans has revised their bid schedule and has eliminated the requirement for specialty items.

(v) Bid Item 195 is called out as 1300 mm reinforced concrete pipe, which is approximately 52" diameter pipe. To our knowledge there is not a supplier in the area that makes pipe in this size - should this be 1350 mm (54") pipe? If so please correct the bid schedule.

Response: There is no 1300mm pipe on the project, the Bid Item List will be updated to reflect 1350mm pipe in Addendum No. 1.

(vi) Is there a soils report available in addition to the boring logs provided? If so can a copy be issued via addenda? If it will not be issued, where can we review?

Response: All the supplemental project information (except for bridge As-Built Drawing) is available for review at the SANBAG field office located at 2700 Little Mountain Drive, Bld. B, Ste. 101. Please call to make an appointment to review the documents. The documents (except for bridge As-Built Drawing) may also be purchased from Consolidated Reprographic, please contact Brian Watamura at 909-370-2730 or 951-232-3366.

(vii) The special provisions, page 327 of volume II, provide a table for utility relocations and contractor arranged time for the relocations. The total of these days is approximately 585 days. There are multiple activities and work areas that will require coordination between the contractor and the respective utility, probably requiring a utility to be completing multiple items of work concurrently. With regard to the days provided in the table, will the various utilities be able to perform in multiple areas at the same time? What are the specific requirements and obligations of the contractor with regard to the scheduling of these items of work?

Response: The Contractor is obligated to notify the utility owners and allow them time to complete their work within the duration specified in SSP. Coordination is required to ensure the utility owner will complete their work in a timely manner and not hinder contractor operations.

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(viii) The temporary shoring for the detour plans does not appear to have a pay item. Under what item shall this be paid? In addition there does not appear to be a detail or specification for the detour temporary shoring. Could this wall be a Hilfiker type wall? The existing MSE wall specification could support this item of work as well. The existing temporary shoring specification specifically addresses wall no 137 supporting the existing RR Tracks and does not reference the wall required for the detour. We required details, a specification reference, and a specified or new pay item for the detour temporary shoring work.

Response: Please refer to Section 10-1.36 "Earthwork" of the Special Provision which states "Full compensation for furnishing, constructing, and removing the temporary shoring retaining wall shall be considered as included in the contract cubic meter prices paid for Embankment (Detour) and no additional compensation will be allowed therefore." The Contractor will be responsible for the selection and design of an appropriate temporary wall or shoring system.

(ix) Please provide a copy of the pre-bid sign in sheets.

Response: Copies of the "Pre-Bid Meeting Sign In Sheet" can be obtained on the SANBAG web site: <http://www.sanbag.ca.gov/about/contracting.html>

(x) Will the questions from contractors and suppliers and the answers to these questions be posted or provided by addenda?

Response: Responses to Pre-Bid Inquiries shall be sent e-mail and will be posted to the SANBAG web site: <http://www.sanbag.ca.gov/about/contracting.html>

Inquiry No.6

Will rock excavation or blasting be anticipated or specified for the Highway 215 Construction Project?

Response: No Rock excavation or blasting is anticipated on this project.

Inquiry No. 7

Is there a complete Geotechnical report for this project that we can obtain? Obviously we would like to look at all recommendations but definitely need information for regular excavation, retaining walls, and conduits. This information is critical and if available in Adobe we would like to up load it.

Response: Please refer to page 304 - 307 of Volume 2 of 3 of the Contract Special provisions for a listing all the supplemental information available. The listed reports (except for bridge As-Built Drawing) may be viewed at the SANBAG field office located at 2700 Little Mountain Drive, Bld. B, Ste. 101. Please call to make an appointment to review the documents. The documents (except for bridge As-Built Drawing) may also be purchased from Consolidated Reprographic, please contact Brian Watamura at 909-370-2730 or 951-232-3366.

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Inquiry No. 8

The current Highway 215 steel piling specifications severely limit the numerous suppliers/manufactures of steel pipe piling. The specification combines requirements from three separate agencies, the ASTM, the API, and the AWS with the end result being a highly specialized piece of steel. This specification can hinder competition at bid and restrict delivery during construction. Caltrans realized these issues and moved toward a different specification and set of procedures.

In April 2009, CaltransøMETs department modified and clarified the piling and welding specifications to include pre-approved facilities/manufactures. The list of approved facilities is separated into two divisions; Class ó N for non-redundant piles and Class ó R for redundant piles.

We are requesting that SANBAG review the newest version of the Caltrans steel piling specifications and procedures.

For Steel Pipe Piling it is acceptable to comply with the provisions in Section 49-5, "Steel Piles," of the Caltrans Standard Specifications dated May 2006 including amendments and special provisions

Inquiry No. 9

Insurance Questions:

I.

| Line | Volume 1 (Pages 47 & 48) | Page 69 | BSNF Spec |
|----------|--------------------------|--------------|--------------|
| GL/OCC | \$1,000,000 | \$2,000,000 | \$5,000,000 |
| GL/Agg. | \$2,000,000 | \$4,000,000 | \$10,000,000 |
| Umbrella | \$15,000,000 | \$25,000,000 | |

Questions Are:

1. Which are we to follow?

Use the Limit shown on page 69 in Volume 2 of 3 and the amounts specified in the BNSF specs will be required for the Railroad Protective Liability Insurance at each bridge. Addendum No. 2 will revise page 48 of Volume 1 of 3 and the provisions of the railroad insurance section to reflect this change. Addendum No. 2 may be obtained at the SANBAG web site:

<http://www.sanbag.ca.gov/about/contracting.html>

2. If Page 69 can the Limit be met by a combination of primary and excess policies?

It should be met by a primary policy.

3. What Limits must the Non-SBE subs have?

Section 7-1.12B(4)(b), after the table, addresses this.

4. Do SBE subs have to meet any minimum limits (p. 69)?

The limits apply to the general contractor. The contractor does not necessarily need to have his subs meet the same criteria; however, the general contractor shall be responsible for the difference.

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II. Pages 49 & 70 says "Authority may expressly allow deductible clauses, which it does not consider excessive." BSNF specification says deductibles, and SIRs must be consented to by the Railroad.

Questions is: Will they allow our deductibles and SIR? If not, what must we do and who pays?

Reference page 3 of 5 of Exhibit C-1 of each BNSF Railroad Overhead Agreement in Section 13 in Volume 3 of 3 of the Special Provision for the provisions on self insured retentions.

Inquiry No. 10

Volume II, page 301, Section 5-1.10, Compensation Adjustments for Price Index Fluctuations, indicates contract items:

390131, HMA TYPE A, 390131A, HMA BOND BREAKER.

Proposal Bid Documents shows Item 102, 390131A, HMA DETOUR.

Does not allow for Item 103, 390131B, BOND BREAKER.

Addendum No. 2 will correct the table on page 301 of Volume 2 of 3: the Item Code Number for "HMA Bond Breaker" will be changed to 390131B and Item Code Number 390131A "HMA Type A Detour" will be added. Addendum No. 2 may be obtained at the SANBAG web site:

<http://www.sanbag.ca.gov/about/contracting.html>

Section 10-1.50 HMA, calls out PG 64-28PM various areas of work, and PG 64-10 for Bond Breaker, but no indication what binder should be used for HMA TYPE A DETOUR.

Addendum No. 2 will specify the required binder to be used for "HMA Type A Detour". Addendum No. 2 may be obtained at the SANBAG web site:

<http://www.sanbag.ca.gov/about/contracting.html>

Inquiry No. 11

1. Can the Y-2 ADL material be used as structural backfill?

No.

2a. Can tie-backs be utilized for the construction of the Temporary Shoring required for Retaining Wall No. 137?

Yes, as long as the Railroad's requirements are met.

2b. Additionally, will it be acceptable to leave the piling in place, at the contractor's option?

No.

3a. The stage drawings show and call out temporary drainage runs. What item will this work be paid under?

Full compensation for temporary drainage systems, either shown on the plans or constructed by the contractor as a temporary system, is included in the contract items of work involving various drainage systems, and no additional compensation will be allowed therefore.

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3b. Are there any details or quantities for the temporary drainage?

No.

Inquiry No. 12

The Bidder's Bond is a forfeiture bond in which the total amount of the bond is at risk regardless of the Owner's damages. The Bond also distinguishes between the surety's liability and that of the Contractor/Principal. The Bond is significantly different from standard industry forms such as Consensus DOCS or AIA bid bond forms.

1. Will the Owner consider changing the Bidder's Bond to a standard industry form bid bond in which the exposure on the bond is limited to the difference between the bid of the Principal and that of the second low bidder?

No.

2. Will the Owner consider changing the Bidder's Bond to a standard industry form to make the liability of the Surety and the Principal co-extensive?

No.

3. On the existing Bid Bond Form in the documents the second paragraph ask for an amount to be filled out capping the liability of the surety regardless of the penal sum. Please clarify and describe in detail how we would generate this answer (even though we don't agree with the form)?

The last sentence of paragraph two with the liability limit will be deleted this change will be done in Addendum No. 2. Addendum No. 2 may be obtained at the SANBAG web site:

<http://www.sanbag.ca.gov/about/contracting.html>

Inquiry No. 13

1. Sheet 813 of 866 is the detail page for the CIDH pile reinforcing cages. The Caltrans required minimum window spacing of 5" between vertical to vertical and horizontal to horizontal bars is not met on both the inner and outer vertical reinforcing bars. Nor is the minimum 3" spacing from edge of vertical bar to edge of PVC inspection tubes. The cage configuration, as currently designed may result in obstructing the concrete flow through the pile reinforcing cages, especial I at the PVC inspection tube locations, and could adversely affect the pile integrity testing results. Will CIDH pile reinforcing cages for this Structure be reconfigured to meet the Caltrans 5" minimum rebar spacing windows and minimum 3" PVC spacing from vertical bars.

No. The clearances meet Caltrans requirements.

2. If CIDH piles are constructed where concrete is placed in the dry (per Caltrans Specifications no PVC tubes/gamma-gamma testing is required), will the PVC Inspection tubes (gamma-gamma testing) be required as shown on the Contract Drawings? See sheets 819 of 907 & 813 of 886?

Yes. The inspection pipes are required.

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3. For the Type II CIDH piles (where the CIDH pile has a column cage embed into the CIDH pile) will temporary oversized CMP construction/safety casing be allowed to be grouted in place in a larger diameter shaft down to an elevation approx 3ø below the bottom of the column tip elevation? CMP to remain in place. See Sheet 845 of 866.

We cannot make an evaluation without details. The temporary casing shall ensure no loss of resistance between soil and CIDH piles.

4. Will isolation casing (Sheet 862 of 907) be allowed to be a larger diameter than indicated on the Contract Plans, to allow for access to column forms?

Yes.

5. What is the concrete strength of the concrete required for the isolation casing leveling pads see Sheet 861 of 907?

25 Mpa. The concrete strength " $f'_c = 25$ MPa, unless otherwise noted" is shown on sheet 848 of 917, "General Notes & Index to Plans sheet."

6. Where CIDH piles are constructed in close proximity to existing Railroad tracks, will casing be required to construct CIDH piles? At what distance from the existing railroad tracks would casing be required, and to what depth? Would it be acceptable to install the temporary casing in a shaft that has already been drilled? Will installation/extraction of temp casing via vibratory hammer be allowed?

The Contractor will adhere to the requirements in the Bid Package.

7. If polymer slurry is used for shaft stabilization to construct CIDH piles will casing be required next to railroad tracks?

The Contractor will adhere to the requirements in the Bid Package.

8. Sheet 813 of 886 shows PVC inspection tubes located on the outside of the CIDH pile rebar cage. This is not in conformance with the Caltrans Design Manual/Memorandum. Page 192 of the Special Provision, Volume 3 of 3, paragraph 4, indicates the location of the PVC inspection tubes is to be inside the outermost spiral. **The Contract drawings are in conflict with the Project Special Provisions.** Will the PVC inspection tubes located outside the pile reinforcing cage be eliminated or relocated inside the outer most hoop ring?

Bid as shown in the bid package.

9. Sheet 813 of 886, pile reinforcing cage details - Based on the number of reinforcing hoops, the number of vertical reinforcing bars, and the double layer of PVC inspection tubes, it appears that the potential for impeded concrete now is very great which can lead to numerous Gamma-Gamma anomalies. Will the CIDH pile reinforcing cages be redesigned to meet Caltrans design requirements?

Bid as shown in the bid package.

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10. The inner PVC tubes are located approx 16" from the outside of CIDH pile concrete. PVC tubes placed this far from the outside edge of the CIDH piles increases the risk of warping the PVC inspection tubes due to the heat of hydration of the pile concrete. Page 192 of the Special Provision, Volume 3 of 3, paragraph 4, indicates the location of the PVC inspection tubes is to be inside the outermost spiral. Will the inner most PVC inspection tubes be relocated to meet the Project Special Provisions and Caltrans Design Manual/Memorandum?

Bid as shown in the bid package.

Inquiry No. 14

1. How/When is the Contractor to know if work @BNSF is allowed in 4th quarter?

Please reference Article V paragraph 11 of the BNSF Railroad Overhead Agreements in Section 13 Volume 3 of 3 of the Special Provisions (excluding Redlands Loop) .

2. Confirm all railroad flagging costs will be borne by SANBAG.

Railroad Flagging costs will be paid by SANBAG.

3. Please clarify extent of temporary lighting work.

Any existing street lighting taken out of service during construction must be replaced by temporary street lighting. Provide lighting at temporary entrance and exit ramp gore areas, per Traffic Manual Chapter 7.

4. Lane Closure Charts for closing/detouring Route 215 NB/SB state that 5 nights per bridge are contemplated for a total of 15 nights. As there are 4 structures that cross Rte 215, will 20 closures be allowed?

Yes.

5. What are the closure requirements for demo, falsework, and lowering for the city street bridges (Rialto Ave, 2nd Street and 3rd Street)?

All city street travel lanes shall remain open during daytime hours; night time full closures shall be allowed with advanced prior approval of Engineer. Concurrent closures of adjacent city streets shall not be permitted.

6a. Are barriers to be constructed on RWs 235 and 236 prior to detouring traffic?

No.

6b. If not, provide detail for coupling barrier steel.

Bid as shown in the bid package.

Inquiry No. 15

Railroad Insurance ó The addendum states that the limits are \$5M / \$5M. There are 4 locations of railroad work. Does each location need a separate railroad protective policy or does one policy satisfy all location requirements.

The coverages referenced are required for each bridge location. Please refer to Inquires No. 2 and No. 9 for additional information.